



### Advertisements.

WANTED!!  
A PRINTING PRESS.

ADVERTISER desires to purchase a PRINTING PRESS 32x43 inches by 35 inches. Large will suit. Must be in good working order, but not necessarily a new one. Particulars of cost, make, &c., should be addressed.

"STELLA."  
c/o Hongkong Telegraph Office.  
Hongkong, 27th September, 1898. [1166]

Y. P. CHEE,  
51, GRAHAM STREET.

LOST.  
A PAIR GOLD SPECTACLE, (Brown Colour Glass).  
REWARD \$5—between SHILLEY STREET and HOLLYWOOD ROAD.  
Hongkong, 27th September, 1898. [1165]

WANTED.  
WE pay highest cash prices per hundred for POSTAGE STAMPS of China, British Colonies, &c., either used or unused. Rare old stamps especially desired and for which best prices will be paid. Remittances always first made after receipt of consignments.  
KOLINA STAMP CO., DAYTON, OHIO, U.S.A. [1162]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAIWANFOO.

"PAKHOU".

Captain Stott, will be despatched as above TO-MORROW, the 28th instant, at Daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 27th September, 1898. [1137]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

"SUNGKANG".

Captain Rendle, will be despatched as above on THURSDAY, the 29th instant, at Daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 27th September, 1898. [1138]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

"HAILONG".

Captain Robson, will be despatched for the above Ports, on THURSDAY, the 29th instant, at 10 A.M. For Freight or Passage, apply to DOUGLAS STEAMSHIP CO., General Managers.  
Hongkong, 27th September, 1898. [1164]

OCEAN-STEAMSHIP COMPANY.

FOR LONDON, VIA SUFZ CANAL.

"GLEN" LINE OF STEAM PACKETS.

FROM LONDON AND STRAITS.

THE Steamship

"GLENOGLE".

Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY.

Cargo remaining undelivered after the 4th October will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all Claims for damages and/or shortages not later than the 15th October, otherwise they will not be recognised.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.  
Hongkong, 27th September, 1898. [1165]

Intimations.

DAKIN, CRUICKSHANK & COMPANY.

VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [130]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAIRNS ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.  
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.  
The Superioress will also be most grateful for any FAVOUR, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.  
Hongkong, 12nd April, 1893. [490]

### Intimation.



A. S. WATSON & CO., LIMITED.  
MANUFACTURERS OF  
AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

The Prices are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.C.B., D.C.L., F.R.S., F.C.S., &c., the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

During the Summer Months, AERATED WATERS should be kept in a cool place, preferably in an Ice Chest or REFRIGERATOR, until required for use. The Bottles should be stored with the necks downward so that the corks are covered by the water. This will prevent an escape of gas taking place and rendering the waters more or less flat.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 5th September, 1898. [7]

THE HONGKONG TELEGRAPH.

HONGKONG, TUESDAY, SEPTEMBER 27, 1898.

Chairs at reeking have now apparently reached the point at which we may expect a lull for the time being; to be afterwards followed by news of the most grave description or assurances that everything has been smoothed over again and events are pursuing their usual course. It is stated that the Emperor has abdicated, that he is dead, and that he is alive but is seriously ill, and so far nobody appears to be in a position to state positively which of the three accounts is correct. We know that an edict has been issued appointing the Empress Dowager Regent, but whether her appointment is to be for good or only for a certain specified time it is impossible to say at present. Events, however, appear to point to a decided victory on the part of the conservative party and the trail of the serpent through it all in the shape of Russian influence is easily traced. LI HUNG-KANG is the supporter and right hand man of the Empress Dowager and he is also, as is well known, the tool of Russia. He has been summarily dismissed from office and has presumably approached the Empress and with the secret help of Russia has forced the hand of the Court or Progressive Party and has obliged the Emperor to surrender the reins of Government so that he and the Empress Dowager may safeguard their own interests by boldly playing into the hands of Russia in open defiance of other Powers and England in particular.

But he has not thought fit to stop here, however, but has decided to make a stroke for freedom from all opposition by getting the head of the Reform Party, KANG-YU-WEI, into his power as well as the Emperor, and hence the orders issued to the Shanghai Taoist for his arrest. In this he has been frustrated by the action of the British authorities who have objected to the arrest of the Reform Party leader and have placed him under British protection upon a British ship. We do not pretend to know what this means or what it may lead to. KANG-YU-WEI was presumably a political offender and as such was entitled to protection by the British authorities. They could under the circumstances do nothing else than extend protection to him and make sure that he was not seized from a British ship for a political offence. As yet we do not even know the nature of the charge preferred against him. It has been said that he is responsible for the death of the Emperor, but the fact remains to be proved, and then, too, he may be simply charged with some minor offence which would not warrant the British authorities in handing him over to the Chinese Government. We do not intend to discuss the matter in its present state as we have not sufficient information to go upon. All we know is that the Chinese Government desires to arrest KANG-YU-WEI and that he is on board a British ship and must therefore be safe until such time as the Chinese Government can prove that we are com-

pelled by international law to surrender him.

Reuter informs us that it is believed that the movements of the British fleet in China betoken serious action, but, as usual, we are left to imagine what those movements may be and to form our own conclusions. As yet the ships stationed here have not been ordered north, nor have orders been issued, so far as we have been able to ascertain, to retain the *Blenheim* on the station for a further term. The *Iphigenia* left for Shanghai to-day it is true, but it was quite in the usual order of affairs as she has been ordered to proceed there in order to superintend the construction of the river gunboat which is being sent out in sections for service on the Yangtze. She was to have proceeded north at economical speed but has received orders to carry out a full-power trial of four hours duration and a three-quarters-power trial of twenty-four hours duration on the trial, which will mean a considerable gain in reaching Shanghai. This may or may not mean that her presence is required up north and we leave our readers to draw their own conclusions. We do not think that the *Barfleur* would have been left here during the last few days without orders to proceed north had the movements of the British fleet been so full of portent as Reuter reports them to be considered at home.

THE third quarterly Polo Tournament commences to-morrow at 4.45 p.m. with a match between the King's Own and Civilian. The following will constitute the teams:—

K. O.  
Major Gawne ..... Mr. P. A. Cox .....  
Capt. Baines ..... Hon. F. H. May .....  
" MacLachlan ..... Mr. J. Hastings .....  
" Laurie ..... Mr. W. J. Gies .....  
The members of the Hongkong Polo Club will be "at home" to their friends on the ground.

THE Imperial Commission recently appointed to enquire into the condition of the country in the eastern portion of European Russia, and to make suggestions as to the best means of relieving distress in that part of the Empire has sent in its report. The Commissioners recommend that a million roubles, about £160,000, should be expended in the purchase of seed with which to re-sow the wheat and rye areas of the Government of Kazan, and in providing rye for food purposes in the meantime.

A most enjoyable picnic was given yesterday by members of the police and military force. A launch left Hongkong at about 2.30 and the ladies and gentlemen a board enjoyed the trip greatly. Refreshments were served on route and on reaching Deep Water Bay there was a late but excellent dinner and many of the party went in for a sea bath while others remained aboard and sung. The afternoon was a decidedly enjoyable one and the efforts of Sergt. Anderson and the other gentlemen were heartily appreciated.

THE Philippines recently gave birth to three papers, the christening ceremony being held last month. One is a weekly, the *American Soldier*. It is owned by American citizens who have settled in some Spanish cities. It is chiefly devoted to records of the doings, sayings, etc., of the American troops in the islands. The other two are known as *La Independencia* and *La Republica Filipina*. The latter are organs of the republican party as organised by General Aguinaldo. They contain three or four leaders in each number and several columns of general news, telegrams culled from Hongkong and Straits papers and a few advertisements. We hear that these papers find ready sale at four cents per copy and that the management can "drum up" a few more ads the venture should prove highly satisfactory to the *Progressive* Filipinos.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

The fifteen ordinary general meeting of the Douglas Steamship Company, Limited, was held at the offices of the Company, at noon today.

Mr. J. H. Bell-Irving, Messrs. J. Gubbay, C. H. Thompson (Consulting Committee), W. H. Parfitt (Secretary), C. A. Tomes, W. H. Gaskell, J. R. Michael, W. S. Bailey, A. Babinington, E. George, Morris, J. H. Cox, W. Parlane, T. Arnold, A. V. Apsar, J. Gregory, Chan Tong and Chan Su.

The Secretary read the notice convening the meeting.

The Chairman said:—Gentlemen, the Report and Accounts have been in your hands for some days and with your approval propose to take them as read. As regards the year's working, attention is called in the Report to a considerable cost for fuel for the period under review, amounting to nearly \$65,000, as a set off against this, however, there have been larger cargoes generally and rates of freight were raised were practicable, with the result that the General Managers and Consulting Committee are again in a position to recommend a dividend of 12 per cent. after providing for depreciation and placing a substantial sum to reserve. It is to be hoped that the price of coal will decline to some extent in the future, although we cannot confidently predict it. The item in the Accounts of \$40,000 the difference between the book value and the insured value of the steamship *Namoa* at the time of her loss, and which as you will note has been placed to the credit of profit and loss account, must not be regarded as an extraordinary and may be considered as included in the amount proposed to be carried to Reserve Fund. It should also be borne in mind that \$20,000 of this sum was taken from the Company's own underwriting account. I am glad to state that our earnings so far for the current year are up to average, and there are such indications of a steady expansion of trade that the time is, I think, approaching when to meet the requirements of shippers who consistently support us and to increase our fleet, in addition to the steamer now building, I have nothing further to add, gentlemen, and before proposing the adoption of the report and accounts I shall be glad to reply to any questions.

The Chairman—There being no questions, I beg to propose that the report and accounts be adopted.

Mr. Babinington seconded.

Mr. Morris proposed and Mr. Michael seconded, that the Consulting Committee, Hon. J. J. Bell-Irving, Messrs. D. Gubbay, R. Sheehan and C. H. Thompson, be re-elected.

Carried.

It was proposed by Mr. Bailey and seconded by Mr. George, that Messrs. J. H. Cox and W. H. Gaskell be re-elected auditors.

Carried.

The Chairman—That concludes the business of the meeting. Thank you for your attendance.

Mr. Bailey—Mr. Chairman and gentlemen, I have much pleasure in proposing a vote of thanks to the General Managers and staff for the satisfactory report and accounts now in our hands. During the past year the Company has had to contend with an additional change in the working of the steamers, namely, the increased cost of coal, about 65 per cent. of the capital—no small matter. It is therefore gratifying to see that even with this increased burden our dividend of 12 per cent. is maintained. As trade in China expands we may look forward for even better reports. (Applause.)

The Chairman—Thank you, Mr. Bailey, for the vote of thanks. I hope we will continue to give you good dividends.

The meeting then terminated.

REUTER'S MESSAGES.

MR. CURZON RAISED TO THE PEERAGE.

LONDON, September 25th.

The Hon. G. N. Curzon has been raised to the Peerage with the title of Baron Curzon of Kedleston, Ireland.

THE FASHODA INCIDENT.

General Sir H. H. Kitchener has returned to Omdurman after establishing posts at Fashoda and on the Sobat. No fighting occurred.

THE ARGENTINE AND CHILI DIFFICULTY.

The Argentine Republic appears to submit to arbitration the greater portion of the frontier dispute, but refuses to submit the remainder.

TURKEY AND THE POWERS.

Reuter's correspondent at Paris states that four of the Powers will send an ultimatum to the Sultan demanding his compliance with their project for the settlement of the Crete question. In the event of his refusal, measures, upon which the four Powers have already agreed, will be taken to enforce his acceptance.

THE DREYFUS CASE.

The *Observer* publishes an interview with Major Esterhazy, who is reported to have admitted having forged the Bordenas under orders.

THE SITUATION IN CHINA.

It is believed that the movement of the 24th

THE CRICKET TEAM AT SHANGHAI.

The Honorary Secretary of the Cricket Club courteously forwards the following copy of a telegram received from Shanghai.

Hongkong won the toss, fine weather and good pitch bump.

Lowson caught	14
Laughton caught	8
Moberly bowled	33
Campbell out	32
Archer caught	26
Leithbridge not out	7
Archer not out	15
Archer caught	25
Ward caught	2
Vallins caught	6
Davies caught	6
Dyson not out	1
Total 1st Innings Hongkong	179

Shanghai, 4.59 p.m.

The Hongkong Eleven closed their innings at three o'clock to-day for 179 runs.

WEATHER REPORT.

The Observatory report to-day says:—On the 27th at 11.55 a.m.: The barometer has risen in Japan, fallen over China except on the S. coast. High pressure covers Japan and a low area probably exists in Central China; also pressure appears to be slightly low in the China Sea near Palawan. Gradients increasing for S. E. and E. winds on the China coast. FORECAST:—Moderate or fresh E. winds; fair to showery.

LOCAL AND GENERAL.

Two thefts last night are to go for six weeks failing to pay \$15 each.

For having a quantity of prepared opium in her possession illegally, a woman was to-day fined \$15 or six weeks.

DISORDERLY conduct regarding a banishment order cost a couple of the low-down class twelve months' hard labour to-day.

For assaulting a constable (not one of the 'big Scotch') a couple was to-day sent for a month if he fails to pay \$10.

For entering premises and stealing therefrom a lot of articles and clothing a couple was to-day fined \$10 or six weeks' hard labour.

THE returns of the number of visitors to the City Hall Museum for the week ended Sept. 25th are:—Europeans, 186; Chinese, 2,246; total, 2,432.

Owing to the failure of the harvest in Eastern European Russia; a state of famine prevails in some districts. Distress is specially acute in the government of Kazan. Here there is no hay, and the cattle are being fed on thack. The provincial authorities are endeavouring to prevent the complete destruction of live stock in the famine-stricken districts.

### THE COTTON TRADE.

Mr. H. M. Mehta courteously places the following letter at our disposal:—  
To the Honorable Mr. N. N. Wadia, C.I.E., President, Bombay Millowners' Association, Bombay.

Dear Sir,—The Chinese Merchants of this Colony dealing in Indian Yarn having notified me to the conclusion, in order to tide over the present exigencies of the Yarn trade in this market, chiefly brought about by over-supplies from India, Japan and other sources, without the usual outlets open for their ordinary consumption, that a representation should be made by wire to the mills affiliated with your Association to urgently impress upon them the necessity of adopting for the time being a short-time movement, with a view to bring about curtailment of production and consequently of shipments, conveyed to me the request of sending a wire to your Association to the effect of their views.

A copy of their letter conveying the request I beg to enclose with this in order to place the views of the Chinese merchants in their full entirety as to the present over-laden juncture before your Association, and I hereby beg to confirm the transmission of the following message on the 8th instant:—

"Chinese merchants urgently urge necessity mills working short-time. Rebellion Kwang-shung, Kwangtung, seriously interfering—closing outlets. Stocks sold and unsold one lac Hongkong—half Shanghai—Urgency retarding shipments extreme."

Your reply to this message was duly to hand on the 9th instant, reading:—  
"Committee will consider question of short time provided China and Japan mills co-operate—Millowners."

Believe me, I cannot sufficiently express to you the thanks of the Chinese merchants for so promptly voicing to them the views of your Association at the present momentous juncture.

Personally, considering the present position of the yarn industry in India, Japan, and in China, I am not much in accord with the views of the Chinese merchants as to the feasibility of the remedy they advocate to relieve the present congestion. The figures that they set forth as to the amount of stocks in this market and in Shanghai are beyond dispute. They are verifiable by various tests and comparisons, but the one test of heavy accumulations in the godowns of importers is of a very crucial nature, and it goes to show in a very concrete manner and beyond the shadow of a doubt that the present accumulations are unprecedentedly heavy, and that they have very momentous bearings taken in conjunction with importations of the cotton of the mills of Japan and those of the North.

That the over-laden is at the present moment a result of the rebellion in the two Kwangs is also certain. It is not only that the markets of these two large consuming provinces have been temporarily shut off, but other larger markets, for instance, those of the distant province of Yunnan have also been shut off, inasmuch as Kwangsi being the high-road for conveyance of commodities to Yunnan, that province though not at present affected with rebellion, has, by the very closure of Kwangsi, been likewise barred against supplies from the distribution centres. But the closure of these important centres is not a temporary one in its duration.

The latest advice received by the millowners themselves from the interior of the country tend to show that the suppression of the rebellion is not far distant now, and that it will not be very long before a clear line can be announced. If the cause of the rebellion as to heavy stocks stood alone, one may even look for a reaction in the matter of demand, and to some extent in the matter of prices as well. But the difficulties that truly beset the yarn trade and the spinning industry of India are not of a short-lived character. Though at the present moment they are shrouded under the cover of the rebellion of the two Kwangs, the duration of the competition that has of late been set rolling between the mills in Japan and China, cannot be doubted. Despite all disadvantages as to prices and difficulties as to disposal, the working of the 75 mills of Japan running 973,423 spindles and of the 15 mills in Shanghai and at outposts amounting at present 292,440 spindles to be brought to their full complement of 460,000 spindles, distinctly evinces that the competition against the mill industry of India will have a permanent tenure and that competition is daily gaining so much in strength and intensity that any such ephemeral measure as a short-time movement, adopted exclusively by the Indian mills, and without the co-operation of the mills of China and Japan, would, instead of relieving the present congestion, at the least keep intact, if not enhance, present difficulties of over-supply, inasmuch as any curtailment of production brought about by the Indian mills would instantly be replaced by the mills of Japan and China. To instance a result of the competition for the fortnight ended 20th September last, whilst Shanghai took 4,200 bales of Indian threads, the off-take of Japanese threads was 3,000 bales, and of local threads about 2,000 bales. Had there been no competition, and if the mills of Japan and China had been working on different lines for four threads as at first contemplated and not for coarse counts, the result of the fortnight's operation in Shanghai would have been sales of about 9,000 bales of Indian thread. The figure of 9,000 bales would have had its own value, and the present outcry about the rebellion of the Kwangs shutting off large outlets would hardly have been recognized, and such a deterioration as of \$10 to \$15, or of well nigh 20 per cent. in the matter of prices within the short space of about two months would scarcely have been experienced. The present experience, as affecting sold and unsold stocks, affects holders, both foreigners and Chinese, and certainly lends a justification to the urgency of the Chinese representation, but, unfortunately, the remedy advocated does not cover present and impending difficulties of a permanent character, and consequently puts it out of the pale of feasible practicability. I am sure the Chinese merchants will not fail to see and scan the inevitable as to the competition progresses. It may be said that the remedy for the present state of the trade must come to a greater extent from within. The exercise of economy recommended in working is very desirable, but it can hardly change the relative position of the trade in industry in India, Japan, and China, as given the mills, the same principle of economy is not paid recognition or enforcement by any of the competitors. The Bombay mills, having central location in the midst of cotton-producing districts, have an immense advantage and superiority over Japan and China. The latter can hardly come up to the point and in the extent of having suitable raw material ready at hand, and however much they may compete, they have to rely for the chief portion of their raw material for manufacturing coarse counts on India and India alone, and the one feature that is not to be neglected is, that whatever the extent of the competition, the opposition from the mills of India, possessing the indicated natural and permanent advantage, can hardly be extinguished. In this connection

tion the margin of difference between importations in the Far East of the raw material and the manufactured stuff is a vital factor. If the margin of difference is a small quantity, the superiority and natural advantage of the proximity of the raw material are in a great measure minimized. The Japanese mills, seeing the nearness of their parity with India, on that score, instituted movements in their country for the abolition of import duty on cotton and export duty on yarn. Having succeeded therein the competition in assumed a formidable shape for the Indian mills. Lancashire acted in an analogous manner before. To support and maintain her industry it had been one long struggle with her to get the Indian manufacturing industry fettered. Is it not incumbent on the Bombay mills, under the present charged circumstances of the industry, to work on the same line? There is much more reason for them to do so. To stem the torrent of foreign competition there is much more reason that the Bombay mills should agitate and institute a movement for the imposition of export duty on raw material to the Far East. The mills in Shanghai are for the most part owned by foreigners, not Britishers. If there was justification for the prolonged struggle of Lancashire against the industry of an allied country, there would be much more justification on the part of India to go in for a movement to protect her industry against for the most part an alien competition. Work the oracle for the imposition of export duty on cotton shipped to the Far East, and as soon as that import is established, the Indian mills will at once see a return of their former prosperity.

I am, Dear Sir,  
Yours sincerely,  
H. M. MEHTA.

Care of Messrs. Framjee Hormusjee & Co.

TO DISARM EUROPE.

THE Czar's PROPOSALS.

AN ASTONISHING CONTINENT.

(Ahead of the Mass).

By order of the Czar, Count Muraviev, the Russian Minister of Foreign Affairs at St. Petersburg, a document, the contents of which have created a profound sensation throughout Europe, is published. It is proposed that an International Conference shall be held to consider the question of international disarmament. The document upholds the maintenance of peace as the ideal towards which the endeavours of all Governments should be directed. With this object, it proceeds to state, powerful alliances are formed and military forces increased, regardless of the sacrifices that are entailed and without attaining that pacification which all nations profess to desire. The consequence is that an armed peace is being turned into a crushing burden, and if prolonged cannot inevitably lead to a catastrophe which it is desired to avoid. The proposed Conference would, it is claimed by the Czar, constitute a happy prelude of the century that is about to open.

PREREQUISITES.

The Czar's proposals have attracted widespread attention. The foreign press generally regard the suggested International Conference on European disarmament with favour. The American press characterise the proposals as Utopian. In Paris, the newspapers appear to be shy of expressing an opinion. The attitude is attributed to an apprehension that the Czar's project was not revealed to President Faure prior to being submitted to the Foreign Ambassadors. Several prominent Parisian newspapers express a hope that, before any steps are taken in the direction of a general disarmament, the Alsace-Lorraine question will have been settled. The British newspapers receive the proposals with favour, and have prompted the Czar's proposals, which they refer to in sympathetic terms. For the most part, however, the suggested disarmament is regarded as chimerical. The German newspapers treat the proposal in a cynical vein, although the semi-official organs are more cautious. As a result of the Czar's overtures the European houses have generally hardened, the impression being that peace is assured, at any rate for the present. They have, however, had a depreciatory effect upon Russian bonds on the Paris bourse.

PUBLIC OPINION.

The Czar's proposals have been warmly welcomed by the English labour leaders. General Booth the head of the Salvation Army, has telegraphed his personal thanks to the Czar for having taken the initiative in this important philanthropic movement. In city circles the opinions formed of the Czar's proposals are not of an optimistic character. Generally the proposed disarmament is attributed to Russia's embarrassed and chaotic financial condition. Expression is also given to a scepticism that the Czar's action in this connection is preparatory to heavy borrowing in connection with Russia's schemes in Eastern Asia. The Parisian press is intensely irritated. Most of the leading journals declare that the proposals of the Czar are inconsistent with the Franco-Russian alliance, and that even an International Conference on the subject will be impossible unless Alsace and Lorraine are receded to France.

DIVERGENT VIEWS.

Count Muraviev, the Russian Minister for Foreign Affairs, declares that the Czar originated his proposals for the disarmament of Europe because of his intense love of peace. The Minister adds that it will be impossible to submit a programme for the proposed Conference before the end of the year. Generally the European diplomats are sceptical regarding the practical results of the Czar's suggested conference.

M. Blowitz, the *Times* correspondent at Paris, states that the French officials have been startled by the Czar's action, and declare that if the proposals be made made emanated from Germany they would have



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SENDAI MARU	VLADIVOSTOK, VIA SHANGHAI, CHIOFOO, CHEMULPO, NAGASAKI, PUSAN and GHEAN.	FRIDAY, 30th Sept., at Noon.
MATSUYAMA MARU	Kobe and YOKOHAMA.	FRIDAY, 30th Sept., at Noon.
TOKIO MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 30th Sept., at 4 P.M.
MUKU MARU	SINGAPORE, COLOMBO and BOMBAY.	TUESDAY, 5th October, at Noon.
RIJUN MARU	SEATTLE (WASH.) VIA KORE and YOKOHAMA.	THURSDAY, 6th October, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

## ANTIPYRINE

patented  
"LION BRAND"  
In Powder and in Drops of 5 grains, easily soluble in Water, Wine, &c.  
FEVER, RHEUMATIC and NEURALGIC AFFECTIONS.  
NERVOUS AFFECTIONS.

## ARGONIN

(Registered Trade Mark.)  
SOLUBLE CASEIN-SILVER PREPARATION.  
Used in Gonorrhea for 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.  
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

## CHINA EXPORT, IMPORT &amp; BANK CO.

SOLE AGENTS FOR CHINA.  
BEWARE OF SPURIOUS IMITATIONS!

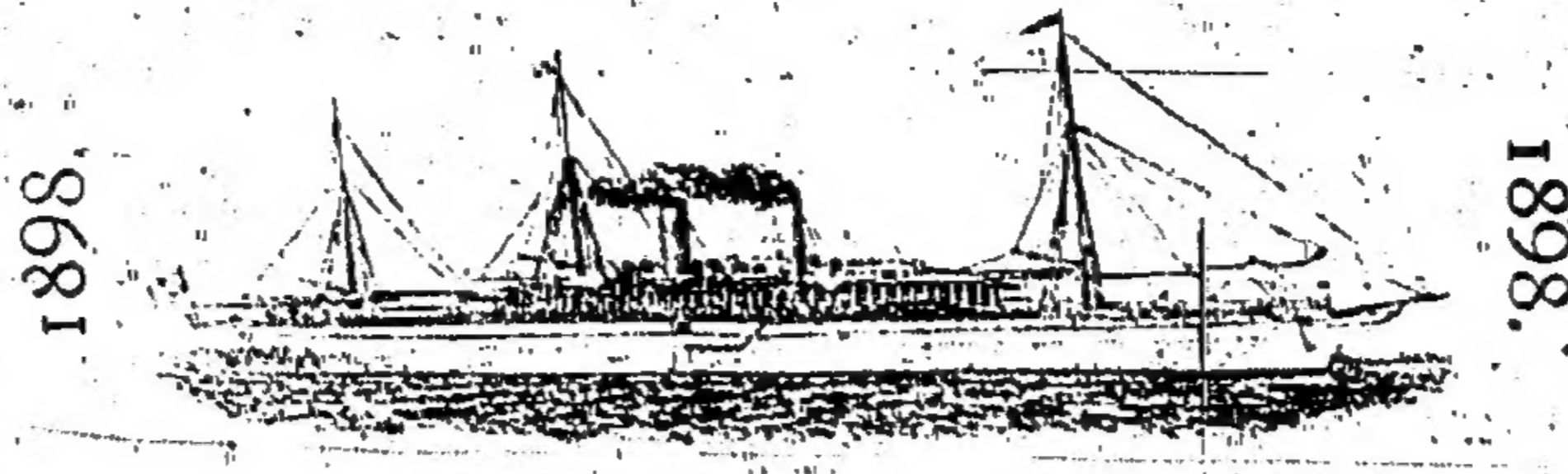
## MIGRAININE

"LION BRAND"  
(ANTIPYRINE—CAFFEINE—CITRATE.)  
(1) Excellent results in the treatment of migraines, as well as in headache, arising from alcohol, nicotine and morphia poisoning, neuritis, influenza, grippe, etc.  
(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrainine acts simultaneously as an analeptic.  
(3) Use only DR. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.  
Sole Manufacturers—  
FARWELKE VORM. MEISTER LUCIUS & IRONING, HOECHST O. M.  
Literature of the above Preparations supplied gratis at request to medical men.

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 29th Sept., 1898.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 29th Oct., 1898.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 29th Nov., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 31st August, 1898.

## Shipping.

## STEAMERS.

## OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

(Taking through Cargo for WESTERN AUSTRALIAN PORTS.)

THE Company's Steamship

"LION"  
Captain Nish, will be despatched as above TO-MORROW, the 28th instant, at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 27th September, 1898. [1106]

## OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN.

THE Company's Steamship

"DEUCALION"  
Captain Branch, will be despatched on THURSDAY, the 29th instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 26th September, 1898. [1115]

## FOR KOBE AND YOKOHAMA.

THE Steamship

"SHINI MARU,"  
Captain Norasaka, will be despatched for the above Ports on THURSDAY, the 29th instant, at 4 P.M.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, 24th September, 1898. [1142]

## THE EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, ROTTERDAM, AND COPENHAGEN.

THE Company's Steamship

"CATHAY,"  
Captain Schoning, will be despatched as above on THURSDAY, the 29th instant.

For Freight or Passage, apply to ARNHOLD, KARBURG &amp; Co., Agents.

Hongkong, 24th September, 1898. [1148]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELVRA,"  
Captain J. T. Davies, will be despatched as above on SATURDAY, the 1st October, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., General Managers.

Hongkong, 16th September, 1898. [1149]

## "GLEN" LINE OF STEAM PACKETS.

FOR SINGAPORE AND RANGOON.

THE Steamship

"GLENFARG,"  
Captain F. W. Silby, will be despatched as above on SATURDAY, the 1st October, at 2 P.M.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., Agents.

Hongkong, 24th September, 1898. [1143]

## SAILING VESSELS.

FOR NEW YORK.

THE "A. A. Norwegian Bait 9.6."

Captain Olsen, having arrived will load here for the above Port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG &amp; Co., Agents.

Hongkong, 12th July, 1898. [1058]

## FOR NEW YORK.

THE 3, 3, L. I. American Bait

"ADOLPH OBRIG,"  
Captain Amberg, is ready to take cargo for above port and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG &amp; Co., Agents.

Hongkong, 6th September, 1898. [1060]

## Shipping.

NORTH GERMAN LLOYD.  
(Freight Service.)HAMBURG AMERICA LINE.  
(East Asiatic Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LONDON, GBRTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALESIA	LONDON, HAMBURG & ANTWERP...	About 10th October. Freight.
WITTENBERG	HAVRE AND HAMBURG...	About 15th October. Freight.
NURNBERG	HAVRE AND HAMBURG...	About 22nd October. Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ &amp; Co., Agents.

Hongkong, 20th September, 1898.

## Mails.

## NORDDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Darmstadt ..... Wednesday | 12th Oct.

Sachsen ..... Wednesday | 9th Nov.

Bayern ..... Wednesday | 7th Dec.

Prinz Heinrich ..... Wednesday | 4th Jan.

Preussen ..... Wednesday | 1st Feb.

Sachsen ..... Wednesday | 1st March.

ON WEDNESDAY, the 12th day of Oct., 1898, at 4 A.M., the Company's Steamship "DARMSTADT," Captain A. Koenemann, with MALES, PASSENGERS, SPECIE &amp; CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 10th October. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 11th Oct., and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 11th Oct. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Litter can be washed on board.

For further Particulars, apply to

MELCHERS &amp; Co., Agents.

Hongkong, 19th September, 1898. [1104]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

## PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Olympia 1,608 | T. H. Dobson ..... Oct. 22.

Columbia 1,605 | A. G. ..... Nov. 1.

Victoria 1,607 | J. Truebridge ..... Dec. 6.

ALSO

FOR PORTLAND, OREGON.

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire 1,871 | Evans ..... Nov. 5.

Might 1,354 | C. H. Butter ..... Nov. 26.

A Steamer ..... Dec. 24.

THE attention of Passengers is directed to the very cheap rates offered by this Line.

HONGKONG TO LONDON 247.

Excellent accommodation. First-class Table.

Doctor and STEWARDRESS carried.

HONGKONG TO NEW YORK 441.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or., (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to

DODWELL, CARILL &amp; Co., General Agents.

Hongkong, 20th September, 1898. [1104]

## MEE CHEUNG.

## PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN

HONGKONG.

I am now in position, in his New and Complete Modern Process, to collotype, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony as any part of the Far East.

GROUP AND VIEWS of a specialty.

Hongkong, 22nd September, 1898.

## Mails.



## THE FENINSULA AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for HATYAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

## THE Steamship

"BALLAARAT,"

Captain C. L. W. Field, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &amp;c., on SATURDAY, the 1st October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &amp;c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 17th September, 1898. [1105]

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

(Via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

day, th

at Noon.

The U. S. Mail Steamship

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on DAY, the th

at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's, and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices, to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and freight, apply to the Agency of the Company, No. 7, Praya Central.

Hongkong, 10th September, 1898. [1105]

Printed and Published by ETHELBERG FORBES SKETCHLEY, at No. 6, Pedder's Hill, in the City of Victoria, Hongkong.

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

## JEYES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUGHES &amp; Co., Sole Agents.

Hongkong, 9th March, 1897. [111]

## DUMINY &amp; CO.

## CHAMPAGNE

## EXTRA DRY

Carto D.O. Carto

Seco Blanco

Sillery Chateau de

Doml Seco Charmieres

Apply to

Messrs. DODWELL, CARILL &amp; CO., HONGKONG.

Sole Agents: M. OPPENHEIMER &amp; Co., Paris.

£100,000,000 UNCLAIMED!

DOUGLAS REGISTERED LIST containing names of 20,000 Families advertised for, to claim property and money since 1700. Price 1s. 6d., post free 2s. Every man and woman should buy this book, as instructions are given how to recover property from Chancery, DOUGLAS &amp; Co., 62, Strand, London, Eng. Est. 1844. A fortune may await you. Will be searched for.

[1064]

## Shipping.

## STEAMER.

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAVELLI,"  
Captain Norman, will be despatched as above on or about WEDNESDAY, the 5th October, instead of as previously advertised.

For Freight, apply to

JARDINE, MATHESON &amp; Co., Agents.

Hongkong, 24th September, 1898. [1114]

## Shipping.

## STEAMER.

## OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"  
Captain Jackson, will be despatched as above on SATURDAY, the 5th October.

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 26th September, 1898. [1153]